

WILHITES'

ARCTIC SODA WATER,

BETTER THAN EVER!

Twenty-Five Tickets

For \$1.00.

When you come to the City, and wish a good, cooling, refreshing glass of Soda, Vichy or Congress Water, go to

WILHITE & WILHITE

And call for Soda Water with "Red Orange Syrup." Beats the world. Strawberry, Raspberry, Pine Apple, Banana, Saraparilla, Vanilla, Orgeat. True to name, and of best quality.

25 TICKETS FOR \$1.00

Good for either Soda, Vichy or Congress Water. Congress Water relieves Headache and Dyspepsia, and is one of the best mineral waters sold.

THE CELEBRATED NEW ORLEANS MEAD SYRUP.

The best Syrup in the City. Call for it at

WILHITE & WILHITE.

May 14, 1885 44

"Go Tell all the People for Miles Around!"

JOHN M. HUBBARD & BRO.

ARE PREPARED TO SELL
MORE JEWELRY,
MORE WATCHES,
MORE SILVERWARE,
MORE CLOCKS, &c.,
AT PRICES MORE TO YOUR NOTION.
THAN EVER BEFORE.

EVERYTHING in the shape of a Watch, Clock or Jewelry thoroughly repaired.

Ref. 8, 1885 30

WE BOW

To our Friends and Customers who have so liberally patronized us in the past. We desire to return thanks, and offer our usual Spring and Summer Greeting!

WE ARE PREPARED TO OFFER BARGAINS IN ALL KINDS.
GENERAL MERCHANDISE, PLANTATION SUPPLIES
AND
FARMING IMPLEMENTS.

WE ARE AGENTS FOR

Daniel Pratt Gin Co.'s Gins, Feeders and Condensers.
Barratt Machine Co.'s Cotton Seed and Grain Crushers.
Empire Threshers, Engines and Saw Mills.
Champion Reapers, Mowers and Binders—the world-renowned Harvesting Machines, which have been sold and used in Anderson and adjoining Counties for the past ten years, and for durability and economy there is none to compare with the Champion.
We would also mention the County's Home-made 7-Fluted Grain Cradle—a South Carolina production—of which we sold during the season of 1884 several dozen by way of production, and have made arrangements to furnish this season again to all who may desire a good home-made Cradle.
Our "White Hickory" one and two-horse Wagons are well known throughout this country, and speak their own praise.
The Thomas Smoothing Harrow and Perfected Pulverizer is an implement that should be on every farm. They can be used for cultivating crops of Corn and Cotton, as well as in the preparation of the land for planting and sowing. Call and see them.
The "Wilson" Patent Rice Sweep is growing in favor every day. Invented and manufactured in Georgia. Used and recommended by the late J. O. Furman, the great intensive farmer of Georgia. The blades being adjustable and easily changed, make it a cheap and desirable Sweep. We are taking orders for future delivery, and would ask you to call and examine it.
We also sell the Mishawaka Sulky and Walking Turn Plows in all sizes.
The best Churn in the market, made by E. W. Venable, of Petersburg, Va., embracing the celebrated brands of "Blue Jeans," "Rapids," "True Blue" and "Hemel." A trial asked—a good chow grater and also a hand.

McCULLY, CATHCART & CO.

Anderson, S. C., April 30, 1885

FISHING TACKLE,

HOOKS AND LINES

OF ALL KINDS AT

SIMPSON, REID & CO'S

DRUG STORE,

Waverly House Corner, Anderson, S. C.

April 22, 1885

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HIGH ROADS AND RAILROADS.

Gen. McCarty contends for More and Better Country Roads.

To the Editor News and Courier:

We read in a letter from Spartanburg, published in the News and Courier a few days ago, the statement that "the man who lives to witness the completion of the numerous and almost numberless railroads projected and chartered will see that section cut up into very small squares with transportation almost unimpeded." We all daily read of the meetings throughout the State for the purpose of subscribing to build more railroads.

The prediction of the writer from Spartanburg is undoubtedly true, provided the people can support the railroads after they shall have built them, but it called to mind the very able letter, from Mr. John B. Cleveland, of Spartanburg, published last July, in which he contended that the State has the constitutional right to assume the railroad debts of the counties and cities, and urged that it was right and proper that it should do so. That Mr. Cleveland's proposition is as serious as his arguments are plausible, will be realized when, in looking over the counties which have provided or improved, or burdened themselves with railroad debts, we find that combined already they have fifty-five representatives in the lower house, and need only the representatives from one or two more counties, which are now being pressed to incur railroad indebtedness, to have a clear majority in that branch of the Legislature. Does not the question of railroad building, then, lose its merely local interest and take on the character of a State question? And if so, are we sure that we are not building more railroads than our necessities demand and our circumstances warrant?

Railroad legislation has received more attention than that subjects of general interest, but even in regard to it the habit of local legislation has prevented proper consideration. It has been treated as if every suggestion for chartering a railroad should be acted upon without the least delay, and the representatives from the proposed neighborhood favored it, and with the application for a charter the right to obtain subscriptions by counties, townships and towns—the subscriptions to be paid by taxation—has commonly been demanded of late years, and considered as a purely local matter, has seldom been refused.

It is true that it has always been provided in the charters that the question of subscription or no subscription should be submitted to the people, but experience has shown that while conforming to the letter of such provisions, so that the Courts have been unable to declare such elections void, it has seldom happened that the people affected have had their views properly expressed. There have even, in some instances, been made aware of it until finding themselves bound. Then has often followed a struggle in the Courts to repudiate the bonds issued upon such elections. This has been the history of railroad subscriptions to railroads, not only in this State but elsewhere, especially in the West, where county subscriptions and bonds have been most obtained in aid of railroad building. A glance at the reports of the United States Courts and of our own State will confirm the statement.

It is now too well settled, both by our Courts and those of the United States, to allow us to renew the question as to the competency of counties to incur indebtedness and to issue bonds to be paid by taxation for the purpose of building railroads, but the wisdom of doing so is still in each instance open to discussion, a discussion to which the people of the State generally, since Mr. Cleveland's suggestion, should give their full attention.

Senator Butler, two years ago, very wisely called the attention of our people to the subject of their country roads and endeavored to induce some action for their improvement, but while the Legislature is by year authorizing taxation for railroads nothing has been done and little more thought of country roads. In this we think there is a great mistake, believing that there is a limit which should be observed in railroad extension; we would ask the consideration of some facts, and venture to make some suggestions in regard to it worthy, we think, of the attention of our people.

Mr. Poor, in the preface to his Railroad Manual for 1877-78, pointed out that the experience of the New England States has demonstrated that to enable railroads to be operated at a profit a population of at least 500 to a mile of road is necessary in this country, and added that the history of the railroads in the Western States had proved the same thing. Yet notwithstanding this experience railroad building has gone far beyond this proportion to population. Except in the old Western States the proportion of a mile of railroad to every 850 inhabitants has been greatly exceeded. In those States the ratio is very nearly a mile to every 900 of population. In the New England States there is a mile to every 925 of population; in the Middle Atlantic States a mile to every 687.50; in the Southern Atlantic States a mile to every 648.89; in the old Western and Southwestern States a mile to every 599.80. In this State the proportion is a mile to every 512.50.

We hear of the overtrading and overproduction of our manufacturers as the cause of the depression of the times. May not the overbuilding of railroads have something, perhaps even more, to do with it? Mr. Poor, in his Manual for 1884, tells us that a few years ago there was in public estimation no more inviting field for railroad enterprise than the State of Colorado. A vast system of railroads covering the whole State was constructed with great rapidity, involving the nominal expenditure of \$100,000,000, almost the whole of which is now unproductive. Is not this in itself an item considerable enough to be appreciable in the case of the old Western States? In the great "Wabash swindle," as it is now termed, it is estimated that there is a balance of \$41,000,000 of bonds, to say nothing of stock, for which only \$206,000 per annum is payable for purpose of disbursement. Is not this in itself another item sufficient to have a perceptible effect upon the business of the country? But for our present purposes our view must be far narrower—it must be confined to our own State.

We have in South Carolina a population, white and black, of 995,677 and 1,510 miles of railroad completed; that is one mile of railroad to every 647.47 of population. In addition to this we have 200 more miles of railroads in the actual process of construction, which will give us one mile to every 573 of population. Yet again we have in addition to this charters already granted for the building of thousands of miles more. One hundred and forty-two railroads charters have been granted by the State, more than a hundred of which have yet to be built. Now are we not overdoing the matter?

It is a curious, and no doubt to many it will be a surprising, fact that the population and number of miles of railroad in the Middle Atlantic States and in the

Southern Atlantic States, as the same are grouped in railroad statistics, are almost identical, as appears by this table:

	Pop'n.	M's R.R.
Aggregate New York, New Jersey, Pennsylvania, Delaware, Maryland, District Columbia, West Virginia.....	12,374,511	18,808
Aggregate Virginia, North Carolina, South Carolina, Georgia		

But the similarity in the conditions of the railroad problem in these two sections of the country ends here. For we find that Mr. Poor gives the net earnings of the Middle Atlantic group for 1883 as \$107,299,233 while in the Southern Atlantic group they were but 28,585,488. 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